Water Drinkable-Colliera and Ambulance Ships.

The finest of our fighting ships, with all their boasted self-sufficiency, their manifold mechanisms and their complex provisions against accident or mishap, are really helpless creations the moment their coal supply becomes exhausted. Nothing could be more pathetically distressed than a great battleship wallowing aimlessly in a seaway, her powers of offense intact, but paralyzed, like her great body, for want of energy, or its correlative-coal.

Her great eyes blind for want of electrical force; her lungs fouled by tainted air, because of her halted blowers; her whole body either feverish or chilled, as the weather dictated, for want of circulation or proper respiration; and her complement athirst for need of enough heat to

NON-COMBATANT SHIPS

Operation in connection with the sea water there, and finally merging with the steam raised from the salt water in the third evaporator and passing together into the condenser. The condensation from the first two coils is caught by traps and carried off to the tanks. In this way the latent heat from the first steam from the boiler is economically absorbed by the three stages of salt water, and a higher percentage of performance is attained than is possible in a single-element evaporator. After condensation, the water is carefully aerated, and the result is a thoroughly palatable water, devoid of that flatness generally characteristic of condensed sea water.

generally characteristic of condensed sea water.

A sediment of salt, the residue of the ocean brine, gradually forms upon the colis of the distillers, and these evaporators are so arranged that this scale can be readily removed. On the other ships their distillers will be worked as far as possible only to the extent of making good the loss of fresh water consumed by the boilers, that the use of salt water may be obviated and the formation of a troublesome scale of salt difficult to reach, may be guarded against in the ship's boilers proper.

The hygienic value of sufficient fresh water cannot be overestimated when the rigors of warfare are aggravated by the close confinement of shipboard in the tropics; and it may even be the purpose of this vessel to lend its bounty to the military branch of the service. Poisoned wells and tainted streams need not be feared under such circumstances; they can be avoided.

Refrigerator Ship Sanniv

Refrigerator Ship Supply.

DISTILLING

REPAIR (MIP

VULCAM

The refrigerator ship Supply, formerly the Illinois, of the American line, will be used as a traveling base of fresh proplement athirst for need of enough neat to transform that tantalizing sea water into visions; and the tax on the refrigerating drink. Such a thing is distinctly possible; and it is against even the slightest approach to a like condition that we have taken ample means to provide.

The modern heavy fighting craft carries cattle and beef to England, still as an

NEPTUNE BOARDS THE BATTLESHIP AS IT CROSSSES THE LINE.

Lathered With Molasses, Shaved With a Wooden Razor and Soused Into Cold Sea Water.

When a ship crosses the "line" (equator) his majesty, King Neptune, comes on board to inspect the officers and men, and if he finds any strangers among them, he proceeds to initiate them with great pomp and ceremony, and make them pay tribute to

ceremony, and make them pay tribute to his supreme power.

The regions along the "line" are ruled by King Neptune, the ruler of the seas, and his power can never be questioned by any one, and woe to the landsman that hesitates to pay tribute to his majesty.

Every one who crosses the "line" for the first time is initiated by Neptune, and is ever afterward a son of the sea and a faithful subject of the king and is never forgotten by Neptune.

The evening before we crossed the "line," as we were quietly steaming along through

are evening before we crossed the line, s we were quietly steaming along through immer seas, with the band playing and the men singing, there came a thundering olce from the sea, which shouted, "ship locy!" and the officer of the deck answered,

"Aye, aye."

Then the voice from the sea shouted, "What ship is that?" and it was answered, "The United States battleship Oregon."

"Whence come ye?" said the strange voice, "From San Francisco," was replied.

"Whether are ye bound?" again was asked. asked.
"Across the 'line' to the Southern seas,"
was answered.

King Neptune's Messenger.

Then out of the sea rose a man dressed Then out of the sea rose a man dressed in seaweeds, and on board he came, and stated that he was the official representative of his majesty King Neptune, and desired to see the captain, saying that the ship would enter the king's domains next day and that Neptune would make his customary visit on board. Then the representative disappered into the sea, and we began to make grand preparations to receive o make grand preparations to receive to make grand preparations to receive King Neptune.

This morning I was officer of the deck and about 9 o'clock I shouted to the officer on the forecastle (through the trumpet):

"Keep a bright lookout ahead for the line, sir!" and the answer came, "Aye, aye, sir!"

All was bustle and excitement about the All was bustle and excrement about the decks now, making preparations for his majesty and the many land-lubbers who had never crossed the "line" were very nervous, for they had been told blood-curdling tales of how Neptune initiated all strangers into his domains.

All hands were on deck keeping a lookout

tain, who appeared before Neptune. The judge then looked up the records and found that the captain had crossed the line before and had duly paid tribute, whereupon Neptune congratulated him, and the next officer was called.

None of the midshipmen had crossed the line, and they all acknowledged the authority of Neptune and offered tribute and were given certificates with Neptune's seal. After they had gone through the list of officers, they called the first sallor man on the list of uninitiated, and the big policemen brought the trembling victim before the king, giving him a good taste of their clubs on the way.

How Greenhorns Were Served.

There the judge made a speech, in which he stated that those who survive this ordeal would be ever after hardy followers of Neptune. He cautioned the men to sweep the Spaniards from the sea, as every time Nep-tune had visited a Spanish ship he had been Spaniards from the sea, as every time Neptune had visited a Spanish ship he had been made very sick by the odor of garlic and vile cigarettes. For this insult to royalty he demanded that his subjects hereafter must seek vengeance. He also cautioned his North American subjects against the two most noted products of South America, flear and yellow dogs, and stated that a thick coating of salt would act as a counter-irritant for fea bites and would make a yellow dog so sick that he would not bite a second time.

After his speech he turned to the first victim and in a stern, deep voice told him of the grave responsibility he was about to assume in becoming a follower of Neptune, and then he ordered his men to proceed with the ceremony.

The victim was placed on a stool with his back to the sail filled with water. Neptune's barber lathered his face and head with a mixture of flour, meal and molasses, using a whitewash brush, and then shaved the poor victim with a large wooden razor, after which the man was dumped over backward into the water on the deck below and there the wolves and bears ducked him and beat him with paddles until he was almost strangled, after which he was thrown out on the deck and received his certificate as a Son of Neptune.

Certificates From the King.

Certificates From the King. Over 200 men were put through this same ordeal, and those who fought or resisted were clubbed by the policemen and given a double dose. This done, every man re-ceived a certificate like the following:

U. S. S. OREGON.

To all to whom these presents shall come.
GREFING.

Know ye that Thomas Jones has this day
been enrolled as a loyal subject of his most
gracious majesty, Neptunus Rex, monarch
of all the seas, and, in virue thereof, is
entitled to all dus respect from the common
land lubbers of the earth.

By royal command, therefore, it is decreed that all good sallormen, mermaids,
shafks, whales, sea serpents and other
faithful subjects of his Royal Nibs, shall
abstain from malicrating or slandering the
holder of this certificate.

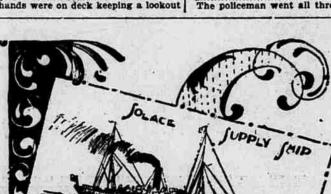
By the King.

By the King.

DOWNALLDITTYBOXES.

Secretary Done at royal court, on the Equator, this list day of March, 1898, according to anything

The policeman went all through the ship



MOJPITAL MAIP

between eighty and ninety engines of various sorts, aside from those directly occupied in propelling the ship; and, under normal circumstances, it is quite safe to say that at least 15 or 20 per cent of all steam generated is taken up in their service. Most of them are vital to the fighting efficiency of the vessel; but there are a few of them, such, for instance, as the engineer's workshop, the distillers and the refrigerating plant, which may be termed auxiliaries of secondary importance; and it is the purpose of the government to run these accessories on half time, so to speak, and to leave just that much more energy for other more needful purposes. To this end we have fitted up the repair ship, the distiller ship and the refrigerator ship, while to the colliers has been relegated the common service of supplying coal to all craft distant from ready bases of supply, and the engineer-in-chief has done his utmost to make them capable.

Repair Ship Vulcan.

The repair ship, fittingly named the Vulcan, was the well known steamer Chatham, of the Merchants and Miners' line, between Baltimore and Boston. Into the ship has been placed something like eighty tons of tools and machinery, and to-day the vessel is a veritable floating workshop. There are plate-bending rolls and punching and shearing machines that can bite right through an inch of solid steel. There are lathes for turning castings of considerable size, and planers, drills and milling machines of compass enough to meet almost any need short of that of a large engine. There are pipe-cutters, bolt-cutters, forges and grindstones; and there is a good-sized cupola for the melting of sufficient metal to make a pretty heavy casting. There are a number of blowers to supply the several forges and to draw foul air from between decks and to send it skyward through the red-mouthed ventilators above. There are also evaporators and distillers of a capacity equal to the daily output of quite 10,000 gallons of potable water, several times more than the needs of the Vulcan could demand. A supplemental electric plant has given excellent lighting facilities through the ship, but principally in the workshops on what is termed the third deck.

The purpose of this craft is manifest. She is to follow in the wake of a fleet, her great coal capacity giving her a wide radius of action, and she is to supply fresh water to the other vessels and to make then and there all possible repairs which might otherwise take the ships miles and miles away to some naval station.

A broken spindle might render helpless two great guns; but a few hours' work on the Vulcan would remedy the trouble, and even less time might place the engines of one of our torpedo boats in trim after a considerable break. At the close of an engagement, the wounded vessels could hasten to her or she to them, and such work then be done as to place them back in the line of battle, once more a formidable menace to the foe.

The mission and the usefulness of such a craft cannot be overestimated, when every can, was the well known steamer Chatham, of the Merchants and Miners' line,

ace to the foe.

The mission and the usefulness of such a craft cannot be overestimated, when every pound of coal must tell its tale of work well done in our defense. It is a very modern adaptation of that wise saw, "A stitch in time saves nine," and a typical instance of the great value of a traveling base of result.

Distiller Ship Iris.

The distiller ship, now named the Iris, was the British steamer Menemsha. Unlike the Vulcan, the Iris will make no repairs, but will be devoted solely to converting the ocean's brine into drinking water; and to this end she will carry a very large supply of coal and will have four up-to-date distillers of considerable capacity.

These distillers, or evaporators, will each consist of three elements, like the modern triple-expansion engine, and are intended to utilize the steam with the most economical expenditure demanded in the output of a total supply daily of at least 69,090 gallons of thoroughly palatable drinking water.

The operation is simple. Each of the evaporators consists of a cylindrical steel boller, containing a coil of piping, which is surrounded by coid sea water. The steam is supplied to the first coil directly from the ship's bollers. That steam raises the sea water to the boiling point and gradually evaporates it in that way. The steam thus generated, in conjunction with such of the original steam not condensed in the first coil in the operation, passes into the coil of the second evaporator, repeating the like the Vulcan, the Iris will make no re-

adjunct to the American line. In that adjunct to the American line. In that capacity she necessarily had an extensive system of cold storage, and this has readily adapted the vessel to our present needs. Bhe will carry tons of ice and fresh provisions of all kinds, but especially of a vegetable nature, the surest safeguard against disease in the tropics, and with her extensive coal capacity, her own distiller plant, and her ample burden she will prove an exceedingly efficient part of the fleet. The government is making provision for two or more vessels of the same sort.

The Colliers. The colliers explain themselves, and, be ing boats of fair speed and great carrying capacity, will, form the principal supply links between our fighting craft and our bases of supply. As carefully as coal will be used, still hundreds upon hundreds of tons of it will be used daily to keep the ships always ready for instant service, and prepared to meet the enemy at any moment; and the safe conduct of their precious ebon burdens will be a matter often demanding good, cool judgment and no mean skill on the part of their commanders. In war times, and sore pressed as Spain is, coal is worth its weight in gold, and a collier will prove a nugget worthy of a good, stiff chase and a moderate tussle; and the captain that can dodge such a foe and run his cargo safely into the intended haven will be doing just as much good, perhaps, as the skipper who sinks a foe.

The Ambulance Ship. ing boats of fair speed and great carrying

The Ambulance Ship. The ambulance ship is the naval Sister

The Ambulance ship.

The ambulance ship is the naval Sister of Mercy, and will minister wholly to the sick and wounded of our officers and seamen, or, if need be, the stricken of our army of occupation as well.

The Solace, formerly the Creole, of the Cromwell line, has already begun, perhaps, the duty for which she was hastily prepared; and what it means to transport comfortably and hastily the wounded from the feverish tropics to some more temperate haven beyond the boom of guns and beyond the exciting reach of war's alarms is a boon very much emphasized by the record of every war. As far as possible, the Solace has been made to meet the most pressing needs of the service for which she has been called into requisition; but she is not that perfect craft suggested by Surgeon General Van Reypen and carefully planned by the chief constructor. There is one commodious elevator into which the sick and wounded will be carried from either side, and then raised or lowered either to the large, airy operating room or to the deck on which they are to be housed.

The stateroom accommodations already in the craft have been readily adapted to hospital uses, and there is ample room between decks for sudditional cots. The convalescents will be carried above, where they can be in the fresh air, while under the sheltering cover of widespread awnings. Steam cutters and large barges will facilitate the easy transportation of the injured and sick, and a well known apparatus peculiar to our service will lift them from the boats and swing them inboard and on to the rolling cots that carry them to their immediate destination. Everything has been done to contribute to the efficiency of the vessel, and the comfort and convenience of all on board; and there is every just reason to believe she will prove herself invaluable from the common point of hygienics and humanity, for a fighting ship is a cruel place for sick or wounded after a heavy engagement.

Although all these vessels will strictly avoid the enemy, still, in their way, they ar

Latin vs. Shaving.

From the Argonat...

Sir John Sinclair once asked Cochrane
Johnstone whether he meant to have a son
of his, then a little boy, taught Latin.

"No." said Mr. Johnstone: "but I mean to
do something a great deal better for him."

"What is that?" asked Sir John. "Why."
said the other, "teach him to shave with
cold water and without a glass." From the Argonau.

The Meek Mule.

From the Indianapolis Journel.

"Considering the contempt with which the mule is treated," said the Cornfed Philosopher, "who can blame him for turning his back on mankind?"

ar the ruler of the seas, when the officer
of the forecastle shouled out to me:
"The line is in sight right ahead, sir!" and I answered:
"Very well, sir; keep a sharp lookout for his majesty, King Neptune!" and in another moment came the word:
"The king is in sight ahead, sir!" and I

"Ask his majesty to come on board, sir!" Arrival of King Neptune. And then out of the sea and over the ship's bows came Neptune with his numer-

ous staff.

I invited his majesty to walk aft on the quarterdeck, where he would be officially received by the captain, officers, and crew. Then I called "All hands to muster," the most formal ceremony on a man-of-war, where all the officers and men assemble on the quarterdeck and I reported to the captain the arrival on board of King Neptune. The captain received the king on the quarterdeck in the presence of the officers and crew and turned over the ship to him. Neptune introduced his wife, Amphitrite, and the members of his staff, and then he made a short speech, in which he stated that he had never before been on board such a great battleship and that when he first sighted her he did not know whether it was some new American up-to-date sea serpent or a fort adrift upon the seas, as he had always been accustomed to ships with masts and salls—and he had not ordered a floating lighthouse, which he took our military mast to be.

Then he looked around at the crew and remarked with a cynical grin that he saw many strange faces on board, which caused the poor land-lubbers to tremble with fear. He serenely remarked that he did not suppose that mere than a dozen land-lubbers out of the 200 on board whom he killed as a sacrifice (whereat their knees knocked together with fright) and that his initiation would so harden them and toughen them that they would consider Spanish bullets a mere plenic party and they would be able to stand anything hereafter.

Preparing for the Initiation. I invited his majesty to walk aft on the

Preparing for the Initiation. Neptune had with him his wife, Amphitrite; his secretary, his judge, his barber, mermaids, a lot of big, burly sea policemen,

mermaids, a lot of big, burly sea policemen, and a number of bears and wolves, all dressed in costumes of seaweed, shells, barnacles, and star fishes.

Old Neptune had long, white hair, and a beard, and he looked very much like Santa Claus, but he was dressed in seaweed and salt instead of furs, as the weather here is so warm; and instead of a sleigh and reindeer he travels in a large shell drawn by beautiful sea horses, and he goes like the wind. For binocular glasses Neptune had two large empty beer bottles, and he said he could see a long distance with them.

said he could see a long distance with them.

Amphitrite also has white hair, about the color of new rope and all through her hair are brilliant crystals of sait.

After Neptune concluded his speech he took his position on the fore and aft bridge with his staff and on the deck below was rigged a big sail filled with good salt water of the most saily kind.

The bears and the wolves plunged into this water and were ready for the first victim. Neptune's secretary had a list of the offi-

searching for the victims and not one land-lubber escaped.

Cheer after cheer went up as each man was shaved and ducked and Neptune gave additional attention to those whom he call-ed the "freshest of the fresh, who are very fresh."

ed the "freshest of the fresh, who are very freshy."

It took Neptune until 3 o'clock in the afternoon to initiate all the land-lubbers, and he said that he had never before struck such a rich harvest, as the crew was such a large one.

He recognized me as an old friend of his, for you see I have crossed the "line" more than twenty-five times, and in the Pacific, the Atlantic, and the Indian oceans, so old Neptune knows me very well and he looks the same as he did when he gave me my certificate, more than thirteen years ago.

ADMIRAL SAMPSON'S WIFE.

She Was a Canandalgua Girl and an Instructor in Wells and Vassar Colleges.

There is still hanging around Palmyra, N. Y., a small crowd of fellows—old boys—crowding the three score mile post, who were contemporary with and schoolmates of Sampson, who recall his studious, quiet ways as a school boy, his calm, steady poise in his field of official duties. Upon the occasion of his visit to his native town he was always found to be the same. No snobbery nor "swollen condition" over the growing and deserved honors which came to him, but bearing himself modestly and without pretension. No influence, in the sense in which the word is used politically, to his aid, his advancement has come to him upon merit, worth and character. There is still hanging around Palmyra

litically, to his aid, his advancement has come to him upon merit, worth and character.

Admiral Sampson's wife was Miss Elizabeth Burling, formerly a resident of Canandalgua. Before her marriage she had been instructor in Wells college, at Aurora, on Cayuga Lake, N. Y., and had been instructor in Vassar.

Mrs. Sampson is a woman of great dignity, but with the most charming manners. She has the faculty of making every one whom she mets feel at ease while with her, yet she is at the same time a woman of the greatest sincerity. She is well read and cultured and a charming conversationalist. The charm of her personality was shown in her work as an instructress before she married. At both Wells and Vassar she succeeded in gaining the confidence and love of the girls who were under her, yet at the same time she held them to their work and was a most successful teacher.

Admiral Sampson's brother, George, lives

their work and was a most successful teacher.

Admiral Sampson's brother, George, lives in Palmyra, and is the owner of a large farm on which is situated the Mormon Hill from which the gold plates for the printing of the Mormon Bible were taken. His sister, Miss Hannah Sampson, lives at the old homestead, and at present his daughter. Mrs. R. H. Jackson, wife of Ensign Jackson, of the torpedo boat Foote, now with the fieet of Rear Admiral Sampson, is at the home of her aunt, Mrs. Fred Clevelahd, in Canandaigus street.

When his arduous duties permit, the admiral spends part of each year in Palmyra. He is well known through Western New York, where his many friends are deeply interested in his fortunes at the present crisis, from personal as well as patriotic motives.

THE CHURCHES AND MONASTERIES FILLED WITH JEWELS.

Napoleon Established a Precedent of Levying Upon Church Property, and Even Compelled the Pope to Pay Ransom.

church property for war expenses brings to mind some interesting facts. Less than two years ago Pope Leo XIII. sent to the queen regent of Spain a magnificent gift in the shape of a rosary, the beads of al-ternate rubles, diamonds and emeralds, strung on a chain of the finest gold. The

gift was priceless.
From this one may form an idea of the immense amount of treasure throughout Spain in "holy objects." Scores of miters, encrusted with jewels, capes and robes embroidered in gold and silver and ornaembroidered in gold and silver and ornamented with precious stones, used by the highest ecclesiastical dignitaries only on grand state occasions; picture frames of solid gold and silver, rochets and albs of priceless lace, are among some of the riches of the great churches. The old cathedral of Burgos is stored with valuable paintings and ornaments of gold and silver. At Valladolid, where Columbus died, there is a fine classical cathedral rich in uncounted treasure. A Spanish shrine is described as having two lifesized statutes in silver of our Savior and the Holy Mother, with a crucifix of solid and heavy gold a vard in height.

Paintings by Velasques, Murilio and Juan Juarez, called the Raphael of Spain, are found in many of the cathedrals, that of Seville being particularly fortunate in works of Murilio. Toledo, with its grand cathedral and richly embellished chapels, contains a mine of wealth in ornaments and decorations.

Some Historic Precedents. When the financial problem became a

serious matter in Mexico, recourse was had by the government to the great

serious matter in Mexico, recourse was had by the government to the great treasures of the churches of that country. But this is not the only instance where it has been found necessary to draw upon such stores, and reconcile the interfering claims of church and state.

Napoleon Bonaparte laid his hand on the ancient patrimony of St. Peter, and the benignant pontiff. Pius VII... when compelled to pay a part of the 200,000,00 francs imposed by Napoleon, had many of the golden and silver treasures of the Vatican melted down to meet the demands of the emperor, besides surrendering priceless gens of art.

Inestimable as are the riches of the Vatican, they are not supposed to exceed those of the church in Spain.

Although the peninsula was rich in "holy objects" from the date of the discovery of America, it was under Phillip II. that the vast accumulation now possessed by the cathedrais and shrines was begun. This king succeeded to an inheritance more vast than mortal man had possessed since Charlemage had been laid in his tomb. Spain, Austria, the Netherlands, the golden Americas, acknowledged him as lord and sovereign master. In 1564, during Phillip's reign, the rich Manila islands first came under the grasp of Spain and were renamed the Phillippines in honor of the king. It was Phillip II. who fastened the vast system of monastic houses upon Spain. He endowed them richly and made magnificent votive offerings.

Vow of Phillip II.

When Philip confided the government of Flanders to his half sister, Margaret of Parma, and went back to Spain, he took with him a great amount of treasure, among which was a precious collection of Flemish and Italian statues and pictures, which he had inherited from his father, Charles V. When the royal feet arrived on the coast of Biscay, it encountered a terrific storm, and several of the ships were lost. The king was in the greatest danger, in this supreme moment he made a vow that if life were spared him he would consecrate his power to the glorification of the church and the extippation of heresy. How rigidly he kept his word history tells us. Having little taste for military affairs himself, Philip sought to augment the prestige of his authority by the grand and solemn observances of his court, and by surrounding himself with an immense, retinue of ecclesiastical and court dignitaries. From his time dates the rigid and intricate etiquette of Madrid. It is also to Philip II. that that city owes its prominence as the capital of Spain, as he was the first monarch of the peninsula to have Parma, and went back to Spain, to Philip II. that that city owes its prominence as the capital of Spain, as he was the first monarch of the peninsula to have a fixed residence. He selected Madrid as the most central city of the kingdom.

Under Ferdinand VI., in 1753, the skillful and accomplished negotiator. Abbe Figueroa, entered into an agreement with the holy see on behalf of Spain, by which the interests of the Spainsh clergy and the papacy were reconciled. This confirmed to royalty the nomination to all the great ecclesissical benefices of the kingdom.

When Francis Drake started off from Plymouth for Cadiz, where he declared he intended "to singe the king of Spain's he intended "to singe the king of Spain's beard, and afterward to pluck the Spaniard's feathers one by one," besides destroying numerous ships of war. Drake and his bold crew, after leaving Cape St. Vincent, captured the richest prize ever taken at sea. It was a Spanish treasure ship, containing booty worth a million sterling. This may give some idea of the golden wealth then pouring into Spain, much of which unquestionably yet remains among the holy objects of the churches and monasteries.

Another Spanish Pretender.

There is another pretender to the Spanish throne, who at every coronation sends a herald to the royal palace to protest against the recognition of the aew king in the presence of the Spanish grandees, who are invited to test the claimant's right "by a duel to the death on the mountain or on the plain, by day or by night." This farce is, however, looked upon simply as a family custom of the great house of Medina-Ceil, of which the head is styled chief defender of the faith and first of all Castilian knights. The Duke of Medina-Ceil considers little Alfonso XIII. as of mere mushroom origin compared with himself. He is a direct descendant of Ferdinand and Isabella. His enormous wealth exceeds that of Don Carlos; he can make the tour of Spain, sleeping every night in one of his own houses, so vast are his landed possessions. But as he makes no effort, beyond the theatrical assertion of his rights through his herald, the Duke of Medina-Ceil is not looked upon as a factor of any dangerous importance among the pretenders to thrones.

There was a period when Spain held in subjugation a great portion of America, and made the Old World tremble for its independence. At this instance she is apparently nearing her own extinction among the family of nations. a herald to the royal palace to protest

SPANISH PRIDE. The Boyish Element in the Cuban Army-The Physique of the

From the Saturday Review.

With the apathy of the Oriental, the Spaniard has not a little of the Oriental's fatalism. Thus he remains extraordinarily abstemious, under conditions that would drive Englishmen into drunkenness, and uncomplaining, where the Anglo-Saxons

uncomplaining, where the Anglo-Saxons would rise in mutiny.

This is the more remarkable, because the Spaniards are certainly not a homogeneous race like the English; but the people of each province differ in blood, in character and in physique, as considerably as Frenchmen differ from Italians, or even from Englishmen.

At present the army in Cuba is largely recruited from boys in their teens; but in Spain national pride is exceedingly strong. It is quite on the cards that Spain may rise to the occasion, and the flower of the manhood of the nation voluntarily enter the army to carry out the struggle to the bitter end. In this event America would have to cope with a very different force to that which at present opposes invasion in Cuba. The physical difference between the Guardia Civil—the elite of the Spanish soldiery—and the present undersized and boyish linesmen in Cuba is very great; and anyone well acquainted

dersized and boyish linesmen in Cuba is very great; and anyone well acquainted with the peasantry of the best provinces of Spain knows that a wave of national enthusiasm might send a very superior body of men to the colors.

It is not uninteresting to consider the physique of the men in the provinces whence such recruits would be drawn. The Basques, for example, are a distinct race, with a language of their own—a people of athletes, excelling in ball play of the most arduous kind, and in long distance running. They have proved themselves, in the Carlist wars, formidable fighting men. With regiments raised solely in Basons

provinces, with strong provincial feeling, superadded to national pride, a Spanish general would have a force of infantry not easy to beat in fight, and difficult to equal anywhere in marching power. Better material for a long and trying campaign you could scarcely find than the athletic Basque, with his great endurance and remarkable activity.

The Navarrese mountaineer is little inferior to the Basque in physique, and the Aragonese, if less of an athlete, is of strong build and of the sternest determination, as was shown in the successful defense of Zoragoza by untrained men against the regular troops of the great Napoleon. The Catalan, though he has more of the Gascon about him, and is difficult to discipline, has a big frame and fiery courage to recommend him, but we would rank the Basque, the Navarrese of the Castiles and Leon as distinctly superior, Valencians, Murcians and Andalusians are far less valuable recruits, having, with inferior physique, less also of the endurance and resolution of the men of the provinces above named.

Charles Edgar Clark, the captain of the battleship Oregon, the second most powerful battleship in the United States navy, is, like Admiral Dewey, a native of Vermont, and has for years looked on Montpeller as his home. Both his father and

ENCOURAGED HIM TO ENLIST. said He Would Join the Army If Refused and He May Have to Carry

Out His Threat.

From the New York Tribune.
"Hang the war, anyhow!" said a young man to his chum in an uptown club house

last night.
"Why, what's the matter now? You haven't enlisted, have you?"
"No; that's just it. I haven't, but I may

"No; that's just it. I haven't, but I may have to after all."
"How is that?"
"Well, you know Miss — and I have been getting along nicely for some time, and, aithough she has refused to marry me on several different occasions, I still had hopes of winning her."
"Yes, I knew you had; and what has caused you to change your mind?"
"It was all on account of that blamed old major."
"What did he have to do with it?"
"Everything. He caught me in a confidential mood the other night, and I told him my troubles, my aspirations and my hopes, and he in return apparently gave me his confidence. He also gave me advice."

me his confidence. He also gave me advice."

"Yes. I did. I afterward met Miss—
at a reception, and when I got a chance to
speak to her alone I once more told her
of my life-long affection, but she only
laughed at me. I then took the last desperate step, and, striking a tragic attitude,
I vowed that if she did not consent to
marry me I would enlist, go to the war
and be killed."

"What did she say to that?"

"Oh, she grew solemn at once, and she
tried to persuade me from doing anything
so dangerous. In fact, she showed more
emotion than I had ever seen her show before, and I became hopeful. I thought that
I had won her surely, and, taking out my
watch, I said that I would give her five
minutes to make up her mind. In the
strongest language at my command I
swore that if she did not accept me I
would go to the front and leave her forever."

would go to the front and leave her forover."
"Well, did she accept you?"
"No, she did not. She gazed at me for
a moment or two with tears in her beautiful eyes, and then said that she had not
thought that it was in me, but that it
would be extremely kind of me to enilst,
as every girl of her acquaintance had several friends who had enlisted, and that she
had felt so bad because she did not have
one. If I would enlist she would think a
great deal more of me than she had ever
done before, but she could never marry
me."

done before, but she could never marry me."
"That has placed you in a rather embarrassing position, hasn't it? But what had the poor old major to do with it?"
"Poor old major be blowed! What has he to do with it? It was he who advised me to try the enlisting dodge on her, and I have since learned that he is going to marry the girl himself."

PETS OF THE JACKIES. Cats, Dogs, Pigs and Goats That Have

Pleasant Berths in the United States Navy. From the New York Tribune.

The pride and pet of the naval reserves aboard the New Hampshire is a cat who rejoices in the name of Monkey. Monkey

rejoices in the name of Monkey. Monkey has lived in the vessel so long that any attempt to remove him meets with stubborn resistance. A sailor tried it once, and a battle ensued, in consequence of which he carries several scars received from Monkey's claws. Now, when Monkey sees that particular sailor he makes a dive for the quarterdeck, where he knows that he is safe from pursuit.

The pet on the Nahant is Rags, a scraggy dog, whose appearance is all that his

safe from pursuit.

The pet on the Nahant is Rags, a scraggy dog, whose appearance is all that his name implies. When the efficers on board the monitor received their commissions from Captain Richman, the naval reserves decorated Rags with the national colors, and informed their guests that the dog, too, had been duly commissioned and that henceforth his rank was to be "the ugliest thing that ever happened."

The mascot of the New York is a goat, who was picked up in South America by a tar who was then on the Mosongahela. The goat has earned the friendship of the jackies by adopting their habits of life. It took some time for him to get his sea legs but after a few voyages he became a first-rate sallor. His favorite perch when the New York was in the navy yard was on the bridge of the vessel, and he would stand there for hours. The goat was allowed a bottle of beer every day, and he had black coffee after dinner. His only rival in the affection of the New York's crew was a small pig, which came from the island of Madeira concealed under the jacket of a sallor who had been given shore leave. The pig had a unique habit of messing up his food with his fore feet before beginning his meal. The jackies tried to cure him of the habit, but the porker refused to eat unless allowed to have his own way, and the attempt to teach him good table manners was finally abandoned.

No Fixation is Space.

No Fixation in Space.

The common idea as to the path of the earth being "fixed in space" is taken exception to by astronomers, on the ground that there are few, if any, things in the domain of astronomy that can really be called fixed space—that fact being that unceasing changes are going on, though these changes are generally so slow as to escape the notice of a superficial observer, but are fortunately periodic, so that they fall within the possibility of computation. Thus, the earth's path is not fixed, since the ecliptic changes its position among the stars, in consequence of which the obliquity of the ecliptic undergoes a very slow change, so that while at present it is a few seconds more than 23 degrees 27 minutes in about 15,000 years, astronomers calculate, it will be reduced to 22 degrees 15 minutes, after which it will begin to increase again—a change so slow and within such narrow limits that it can produce no sensible alteration in the seasons.

is, like Admiral Dewey, a native of Ver-mont, and has for years looked on Montpeller as his home. Both his father and mother died there. The town of Bradford is his native place. During his father's lifetime he spent his vacations and fur-loughs at Montpeller, and he has many

lifetime he spent his vacations and furloughs at Montpelier, and he has many
steadfast friends there.

The captain of the Oregon was born
Aug. 19, 1843. Unlike Dewey, he came of
humble parents. They had to work hard
for their living. His father, James Dayton Clark, at the age of 14 years went to
Concord, N. H., where he was apprenticed to a book binder. At the close of
dis apprenticeship he returned to Bradford and entered the employment of Asa
Lowe. In 1851, he came to Montpelier, and
worked for E. P. Walton, later going to
St. Albans, where he remained a short
time, returning to Montpelier and opening
a book bindery. Young Clark was at this
time at Annapolis, His father's sign,
"Journal Bindery." still remains on the
Rialto block, Montpelier, and is pointed
out to visitors as one of the curios of the
city, although the bindery itself has long
since been discontinued.

The captain's mother was Mary Sexton, a daughter of Major Dwight Sexton,
ans she was born April 10, 1841, in Brookfield. Major Sexton served in the war of 1812.
He conducted a foundry for many years in
Bradford. Mrs. Clark died in Montpelier
April 7, 1856. Three years later
the captain's father married Lucinda
Bliss Norris. They had no children
Two sons grew up from the first marriage, Charles Edgar and Granville Lloyd,
who is seven years the captain's junior.
The younger brother was of a wilder sort
and satisfied his deeire by going West,
where he is now located on a ranch in
Nebraska.

Captain Clark was with his father two
weeks previous to his death, but unhapplly was called away for a day or two
before he died.

Captain Clark's Birthplace.

Captain Clark's Birthplace.

Captaia Clark's Birthplace.

The commander of the Oregon was born on Pleasant street in Bradford. The house is still standing and has been changed but little since the Clarks lived in it. Charles as a youth attended the district school in Bradford. He was considered a very modest and model scholar. Mrs. J. C. Stearns, who was one of his teachers, still resides in Bradford. She remembers "Charlie" Clark well. He was one of the best boys in the school, she says, and gave very little trouble. He is remembered by the old residents of Bradford as having the ideas of older heads when a boy. "That Clark boy will make a mark for himself yet," the old residents were wont to say when he was attending the Bradford academy, and later when he went to Annapolis.

Young Clark had not finished his studies at the Bradford academy, when he received his appointment to Annapolis.

A story is told here of the manner in which young Clark received the appointment to the naval academy. He and a young man named John Welch were chums. Welch had been raised in Bradford and was learning the jewelry business. The two lads were rivals in the contest for the cadetship. Welch's innuence was greater than Clark's and he secured the appointment, but Clark felt so badly over it that Welch gave it up to him, and Clark went.

In Active Service.

This was in 1860, and three years later This was in 1860, and three years later he was ordered into active service. He was under Admiral Farragut until the close of the war, being attached to the Western blockading squadron. He took part in the battle of Mobile bay and in the attack upon and capture of Fort Morgan. He was also in numerous minor engagements on the Mississippi river and on the coust of Texas. He was made ensign in October, 1863, master in May, 1866, and lieutenant in February, 1861, and lieutenant-commander is March, 1868. Since the close of the civil war Captain Clark has been employed principally on the Pacific and West Indian stations. He was attached to the flagship of Commodore Rodgers when that officer urged in the Pacific and West Indian stations. He was attached to the flagship of Commodore Rodgers when that officer urged in vain the English admiral to unite with him to prevent the bombardment of Valparaiso. He witnessed several engagements between the Spanish fleet and the Peruvian batteries at Callao.

He was on the United States ship Suwanee when that vessel was lost near the coast of British Columbia, July 7, 1868. A large portion of her crew and men were rescued by the British ship Sparrow Hawk. They were landed on Hope island, where he was left in command of the party to protect from the ravages of the Indians what had been saved from the wreck until the arrival of a steamer sent by Admiral Thatcher. Captain Clark was on duty at the navy yards at Brooklyn, N. T. and Portsmouth, N. H., from 1870 to 1872 and was instructor in the naval academy. He served on the Asiatic station from 1872 to 1877 on the Hartford, Monocacy and Kearsarge. He was en duty for the next three years at the Brooklyn navy yard.

Commissioned a Commander.

He was commissioned commander Nov.

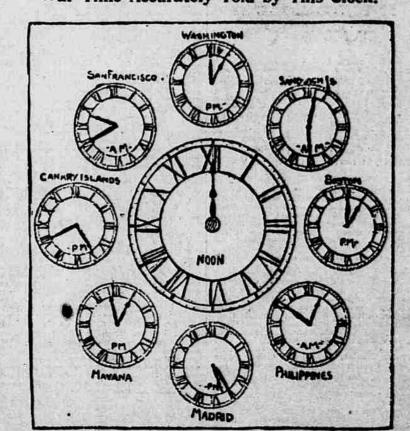
15, 1881, and placed in charge of the training ship New Hampshire. He made a survey of the North Pacific coast from 1883 to 1886, and served as lighthouse inspector from 1887 to 1891. He was stationed at the Mare island navy yard from 1891 to 1892. Until 1896 he was a member of several examining boards, when he took command of the receiving ship Independence. He was promoted to be captain June 2, 1896, and assigned to the command of the Monterey. He was transferred to the Oregon in March of this year, when it was ordered to join the Atlantic squadron.

Captain Clark is a great pet of the venerable senator from Vermont, Justin S. Morrill. Both came from the same country. Through him Captain Clark received his cadet appointment. They now correspond frequently. Commissioned a Commander.

Family Pride.

From Household Words.
Said Phelim—"The O'Tooles are a great family. Bure, wan was raised to the throne of ould Oireland." "And what's that to the O'Ryans?" said Pat, for the horor of his family. "Twas O'Ryan they raised to the hivens and made a constillation of him. And there he is to this day."

War Time Accurately Told by This Clock.



These are the dials of the clock, showing the time of day at points of